

Approved For Release 2003/04/29 : CIA-RDP84-00780R005100070020-9

ADMINISTRATIVE - INTERNAL USE ONLY

Bldg &amp; Grounds

DD/S 73-0856

7 MAR 1973

## MEMORANDUM FOR THE RECORD

1. This memorandum will constitute a wrap-up status report on bike and hiking trails in the Headquarters area.

a. Hiking Trails

We have taken a number of approaches to this problem as indicated by the other papers in the file. We produced some cost estimates for a number of trails in the woods between the Headquarters building and the river. For three proposed trails estimated construction costs through GSA amounted to \$25,000. Since this seemed too much, it was suggested that we sample actual employee interest by first laying out a single short trail. This was not immediately accepted and the idea of volunteer workers to mark and lay out trails was next explored. That produced no satisfactory solution. Reactions such as inadequacy of walkways already in existence around the Headquarters compound were received.

We then considered merely opening one or two of the gates to see whether Headquarters personnel would indeed be sufficiently interested in walking in the woods to make their own way. This idea was washed out on the basis of the safety considerations in the very rough terrain (drop off) immediately after leaving the compound gates.

The most recent idea is to utilize GSA inner-city summer employees to do the limited trail blazing. This idea will be explored further as the summer employee requirements are being developed. It would seem more satisfactory than the other ideas even though some amount of appropriated funds would be necessary. In these days of reductions in available dollars it would seem inappropriate to take any sizable amount of appropriated funds to accomplish walking trails at the expense of other things of more general Agency application and importance.

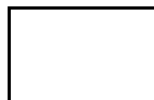
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ADMINISTRATIVE - INTERNAL USE ONLY

b. Bike Trails

Bike trails in the compound are most logically tied to Fairfax County bike trail planning. As indicated elsewhere (the 27 Feb. MFR regarding our meeting with Rufus Phillips and the 1 Feb. MFR of OL on the Fairfax County Planning Commission meeting on 30 Jan.), the prospects for outside compound trails are not bright.

We will monitor the Fairfax County Planning Commission's next public hearing scheduled for 27 March and any subsequent considerations by that group or the County Board of Supervisors who have this matter tentatively scheduled for consideration on 16 April 1973. We can then adjust our planning should the County picture appear brighter than when last sampled.



John W. Coffey  
Deputy Director  
for Support

STAT

DD/S:JWC:cav (6 March 1973)

Distribution:

- O - DD/S Subject w/Extract and background
- 1 - DD/S Chrono
- 1 - D/L w/Extract

DD/S 73-0720

SUBJECT: Meeting with Mr. Rufus Phillips

E X T R A C T

3. "A number of other subjects were covered during Mr. Phillips' visit:

a. Bike Paths

Mr. Phillips acknowledged any definitive program which will probably require considerable time to get approved and implemented. Funds are the major obstacle. Fairfax County hopes to get some federal or state funds to help with its own planning. He commented favorably on the efforts of [ ] who is heavily involved in this matter in the local area."

E X T R A C T

UNCLASSIFIED		CONFIDENTIAL		SECRET	
<b>OFFICIAL ROUTING SLIP</b>					
TO	NAME AND ADDRESS		DATE	INITIALS	
1	Executive Director-Comptroller 7D 59 Hqs				
2					
3					
4					
5					
6					
ACTION		DIRECT REPLY		PREPARE REPLY	
APPROVAL		DISPATCH		RECOMMENDATION	
COMMENT		FILE		RETURN	
CONCURRENCE		INFORMATION		SIGNATURE	
<b>Remarks:</b> Bill: <p>The attached memorandum describes the current status of proposed Fairfax County biking and hiking trails. As you will note, rapid action is not the order of the day. Unfortunately, there does not seem to be anything we can do to expedite this cumbersome procedure. We will keep you posted on developments.</p> <p style="text-align: right;">John W. Coffey</p>					
FOLD HERE TO RETURN TO SENDER					
FROM: NAME, ADDRESS AND PHONE NO.				DATE	
Deputy Director for Support, 7D 26 Hqs Approved For Release 2003/04/29 : CIA-RDP84-00780R005100070020-9					
UNCLASSIFIED		CONFIDENTIAL		SECRET	

STAT

STAT

73-0473  
01 FEB 1973

MEMORANDUM FOR THE RECORD

SUBJECT: Proposed Fairfax County, Virginia, Bike and Hike Trail System

1. At 2015 hours on Tuesday, 30 January, the County Planning Commission convened a regular meeting to conduct public hearings at the Massey Building, City of Fairfax, Virginia. Commissioners present were:

Mr. Marx, Chairman  
Mrs. Dalton  
Mrs. Becker  
Mr. Gurski  
Mr. Taliaferro  
Mr. Lockwood  
Mr. Roehrs

2. Third on the docket was the presentation of a county-wide trail system by Mr. Raymond Bell and Mr. Letterer of the County Park Authority. The Commissioners were to consider:

a. Adoption of the Trail System Study Report (See Attachment 1).

b. Amending the County Master Plan to incorporate the proposed Trail Development Plan as an overlay in each of the 14 planning districts, (See Attachment 2) to start implementation.

3. Questioning of the Park Authority Staff by the Commissioners and statements by citizens illuminate the following facts:

a. The proposed plan of trails is yet only conceptual, no rights-of-way outside existing county parks have been established, no hard engineering has been done, and actual trail locations may vary widely from those shown when the trails are finally built.

OL 3 0631

SUBJECT: Proposed Fairfax County, Virginia, Bike and Hike Trail System

b. The Park Authority has not fully addressed the problems of annual maintenance, liability, patrolling for safety and cleanup, nor have they any studies on budget and fiscal requirements to build and operate the system.

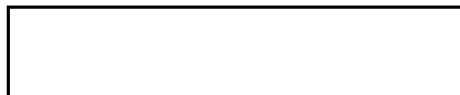
c. The Park Authority sees the total system being developed slowly on a span of 20 years.

d. Each trail segment would require separate approval hearings and amendments to the zoning map at the time it is to be developed.

e. The first segments to be built would probably be those planned across county and Federal park property and those built by developers when new subdivisions are created. Last would be trails through existing small, private holdings due to the time-consuming acquisition procedures.

f. No specific discussion was held relative to proposed trails in Section B (See Attachment 2). Trail B-2 is routed along Turkey Run from State Road 193 to G. W. Parkway west of the old Bureau of Public Roads (now National Park Service) lands. Due to topography it is likely that this trail would accommodate hikers only and not be built to a gradient for bicycles.

4. The consensus of the Planning Commission was that the trail idea is good, but planning to date is immature requiring more study. Therefore, they voted to continue the public hearing on 27 March 1973 and delay formal acceptance of the system until that time. The trail system is tentatively scheduled for presentation to the County Board of Supervisors on 16 April 1973.



Staff Architect

Real Estate and Construction Division, OL

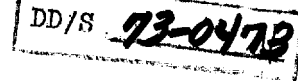
STAT

Atts

D/L Distribution:

1 - ExDir-Compt, w/o atts

✓ 1 - DD/S, w/o atts



01 FEB 1973

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[Redacted Signature]

Staff Architect

Real Estate and Construction Division, OL

STAT

**Atts**

D/L Distribution:

1 - ExDir-Compt, w/o atts

~~1~~ - DD/S, w/o atts



TRANSMITTAL SLIP		DATE 8 February 1973
TO: Mr. Coffey via Mr. Wattle		
ROOM NO.	BUILDING	<div style="border: 1px solid black; width: 40px; height: 20px; display: flex; align-items: center; justify-content: center;">FEB 1973</div>
REMARKS:		
<p>Recommend your signature. Pls note that Ex.Dir. has already received a copy of attached memo but you may want to forward the note to forestall any immediate action.</p> <p><i>for further action. LDP</i></p> <p style="text-align: right;">LDP</p>		
FROM:		
ROOM NO.	BUILDING	EXTENSION

STAT

☐ UNCLASSIFIED ☐ INTERNAL ☐ CONFIDENTIAL ☐ SECRET

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# ROUTING AND RECORD SHEET

SUBJECT: (Optional)

DD/S 73-0041

FROM: Director of Personnel  
5E-56 HQ

EXTENSION

NO.

DATE

9 JAN 1973

STAT

TO: (Officer designation, room number, and building)

DATE

OFFICER'S  
INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

RECEIVED

FORWARDED

1. Deputy Director for  
Support

2.

3.

4.

5.

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

In response to your inquiry as to whether EAA members would volunteer to construct a "woodland trail" in the vicinity of Headquarters, the following information is submitted:

a. On 14 December 1972 an EAA group visited a woodland trail in the community of Shouse Village (near Wolf Trap Farm). This trail, constructed of an asphalt path that meanders in-and-out of the woods around the perimeter of Shouse Village, was constructed by the contractor, Yeonas Company. The purpose of the visit was to assist the committee in getting a "picture" of a working woodland trail.

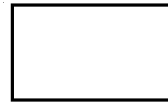
b. During an informal discussion between the EAA Directors and the EAA Coordinator at lunch on 21 December, the reaction to the "woodland trail" project varied from the observation that "there is a quite satisfactory walkway around the perimeter of Headquarters," to the observation that such a trail would serve a purpose for aesthetic and health reasons.

c. It was the consensus of the group that it would not be practical to obtain volunteer labor from the various EAA groups and activities. It was recognized that we were not

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talking about an asphalt walk but rather a tanbark or gravel path as suggested by Jack Blake.

Although it would involve use of appropriated funds and, therefore, possibly not be acceptable to Mr. Colby, you might want to consider using the Summer Only "Inner City Group" for which the Agency reimburses GSA to construct the "woodland trail."



STAT

Harry B. Fisher  
Director of Personnel

Suppose we don't formalize

but merely open the  
or preferably one gate  
gates - sell how  
much interest

15 JAN 1973

Simplest way to test,  
certainly. Time to figure  
out which one, guard  
coverage, and how much  
bulletin before spring.

If any use, the natural  
process would perhaps determine  
the trails and we could use  
summer crew to clean up a

MAYBE THE F.A.A. PEOPLE  
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WOULD "MAD" A TRAIL OR  
TRAILS - NO REAL LABOR -  
AND THEN WE COULD USE  
THE INNER CITY KIDS  
TO BRUSH IT OUT AND  
TAX BATH IT -

I THINK SUCH LABOR WOULD  
BE LEGITIMATE IN THE  
WORLD OF '73

15 DEC 1972

MEMORANDUM FOR: Deputy Director for Support

SUBJECT : Feasibility of Bicycle Trails at the Headquarters Compound

1. This memorandum is for your information only.
2. Discussions and coordination with local civic and government representatives have revealed that various Federal, state, and county government organizations intend to implement plans for bicycle, equestrian, and pedestrian trails in the Fairfax County area. Much of this planning is in the preliminary thinking stage, and efforts are being made to encourage participation and coordination between citizen groups and various governmental agencies.
3. The National Park Service (NPS) plans to build the "Potomac Heritage Trail" along the George Washington Memorial Parkway and eventually intends to connect it with the Appalachian Trail. In the near future, NPS plans trail construction from Memorial Bridge up Spout Run, to Pimmit Run, by Fort Marcy, to Route 123 as well as trails on NPS land through Turkey Run. NPS has implemented a biker-hiker trail, which is part of the Potomac Heritage Trail, from Memorial Bridge to Mount Vernon. The Federal Aviation Administration (FAA) is tentatively planning a bike trail which would be located in the Dulles Access Road median strip. (The median strip would also provide for METRO under current planning).
4. Conceptual planning of the Virginia State Highway Department anticipates construction of the Old Dominion Trail in the median strip of Route 66 from the Beltway to Rosslyn. The State Highway Department presently has no firm plans for the construction of bicycle trails in the McLean, Virginia, or the Langley Headquarters Compound area.
5. The Fairfax County Park Authority (FCPA) is in the process of developing a county-wide system of trails. A trail in this scheme, sponsored by the McLean Civic Association, is forecast to run from the McLean area

SUBJECT: Feasibility of Bicycle Trails at the Headquarters Compound

along Route 123 to its intersection with the access road to the Headquarters Building; however, there is no state planning, nor has the state been asked to furnish the right-of-way. Another trail in this scheme is forecast to run from Route 123, along the NPS access road to the west of our compound and through the Fairbank Highway Research Station (FHRS) to the proposed Potomac Heritage Trail along the George Washington Memorial Parkway.

6. It is understood that the Department of Transportation is unwilling to grant permission to the NPS for utilization of their access road from the George Washington Memorial Parkway by the public as an access road to the Turkey Run Park extension, as well as for utilization as a possible bicycle trail. Completion of the fencing around FHRS property would aid in prohibiting utilization of their property by the public either as an access road or as a biker-hiker trail.

7. Completion of all Federal, state, and county trails is anticipated in the forthcoming 5-year period and would produce, if completed, an inter-connecting trail system extending beyond the immediate area to the Appalachian Trail and other regional trails.

8. Three possible routes are suggested for further investigation. These schemes (Attachment 1) were selected to avoid the heavy vehicular traffic on the north-south compound road from Gate #1 past the auditorium to Gate #3 at the George Washington Memorial Parkway. Cost projections (Attachment 2) are presented for your information only. Per your request to study the feasibility of bicycle trails on the Headquarters site and relative to proposed municipal trails, the following options are submitted for your consideration:

a. Route A - From the north and south loading docks of the Headquarters Building around the northern perimeter road of south parking, across west parking, and thence along the inside of the new fence that separates Agency property from that of the National Park Service and the Department of Transportation, through a new pedestrian gate just north of the Printing Services Building, and return to the point of origin. This internal trail would be approximately 1.3 miles long and will consist of a complete loop with common points of origin and return. The trail could also serve as an internal perimeter road for security purposes and may suffice for walking, running, and nature trails.

b. Route B - From the north and south loading docks of the Headquarters Building, around the north, west, and south perimeter

SUBJECT: Feasibility of Bicycle Trails at the Headquarters Compound

of south parking, partially on the existing roadway and partially on the grassy area west of the road to Gate #1, then continuing on a paved trail through the wooded right-of-way between the entrance road from Route 123 and the Scattergood-Thorne property to the dead end portion of old Route 193, which is now used only as an access route to the Scattergood-Thorne property. The old public road (Route 193) would provide safe access to a new paved trail on the east shoulder of the NPS road to Gate #2 at the entrance of west parking. Return to Headquarters would be accomplished by a route across west parking, then around the northern perimeter of south parking to bicycle racks near the north and south loading dock building exits. This route around the Scattergood-Thorne property would provide Agency cyclists with a round trip of approximately 2 miles per circuit.

c. Route C - From the terminus of the proposed Turkey Run Trail near the entrance to the Department of Transportation property along the eastern edge of the NPS road and connecting with a trail proposed by the Fairfax County Park Authority to be located along Route 123. The southern leg of this trail would contain portions of both Routes B and C. Total one way length of this trail would be approximately .75 miles plus an additional .5 miles to connect to the Headquarters Building via portions of Routes A and B. The primary purpose of Route C is to provide Agency personnel with access to proposed Fairfax County and National Park Service Trails as well as providing a public service in linking both of these public trails, thus further enhancing their ultimate potential.

9. Each of the alternative bike trail schemes presented can be implemented and used independently of other trails which are contemplated near the Headquarters Compound. The design and location of proposed Agency trails will allow simple and convenient connection to other adjacent regional trails as planning becomes more firm and trails are constructed by local, state, and Federal jurisdictions.



SUBJECT: Feasibility of Bicycle Trails at the Headquarters Compound

10. While the foregoing is presented for your information, your guidance is requested concerning the practical feasibility and timing of the project. If you so indicate, we will then proceed to further definitize costs and develop detailed plans and specifications.



John F Blake  
Director of Logistics

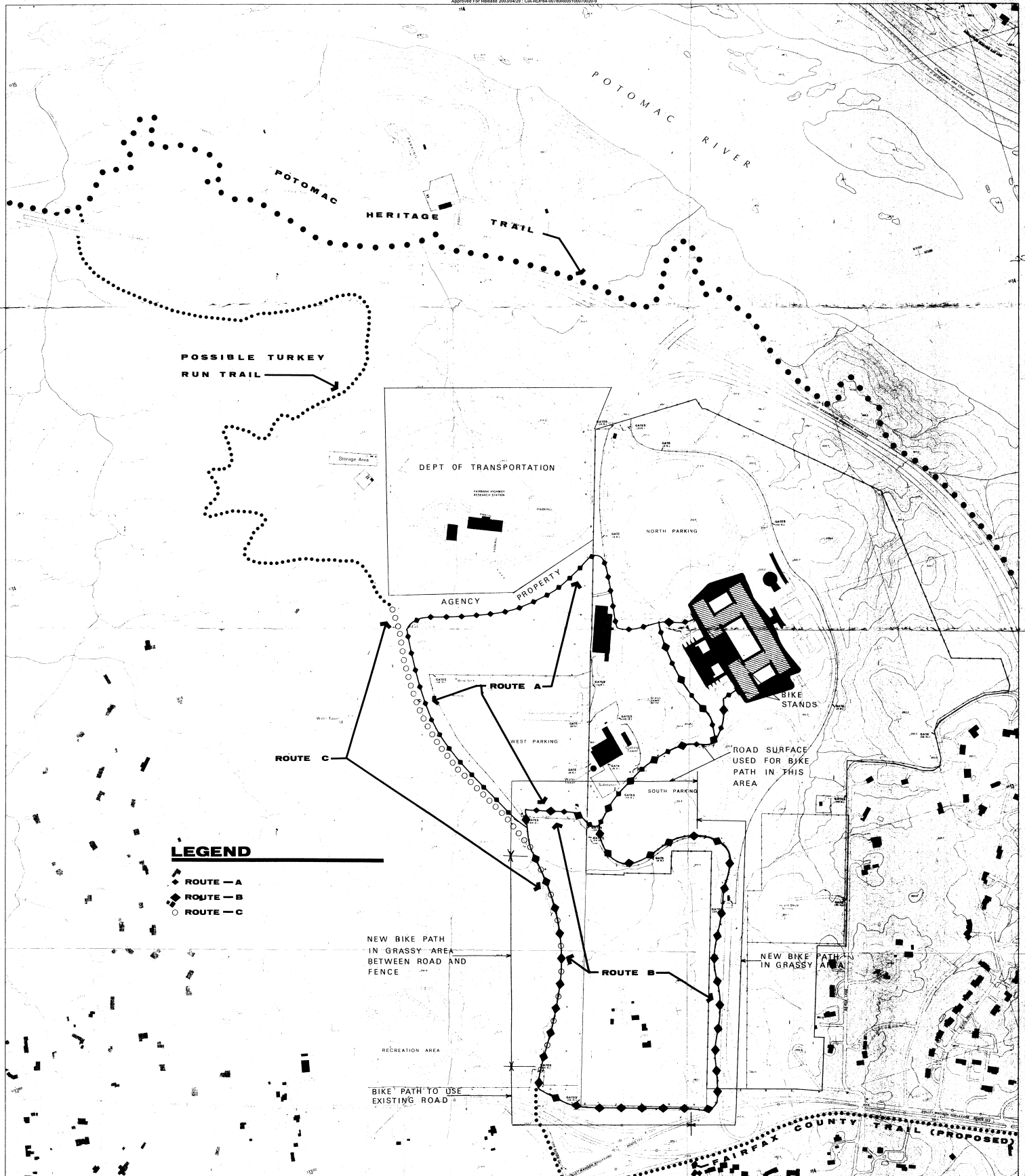
STAT

Att

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# **LEGEND**

- ◆ ROUTE — A
- ◆ ROUTE — B
- ROUTE — C

- Fence
- Property line and fence
- Property line and boundary marker
- Other government property
- Utility pole
- Trail
- Walk
- Dirt road
- Deck
- Spot elevation in feet

Scale 1:2,400

Contour Interval: 5 Feet

Blue lines indicate the 500 meter Transverse Mercator grid, Zone 18.  
Gray ticks indicate the 500 foot grid the origin of which is the Head of Freedom on the Capitol Dome.

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COST PROJECTIONS

Paved Bicycle Paths for the Headquarters Compound

Separate cost projections for Routes A, B, and C are hereby presented. It should be noted that all costs indicated are for information purposes only and in no way reflect a definitive construction estimate.

General Assumptions

1. Bituminous (asphalt) paving is used on Routes A, B, and C.
2. Vehicular traffic (security patrol only) is accommodated only on Route A.
3. Routes B and C are limited to bicycle traffic (or lighter).

Route A - Assumptions

1. 3300 ft. additional paved surface.
2. 6 ft. minimum width to facilitate security vehicle patrol.
3. 3" base course for light vehicular traffic.
4. 1 1/2" bituminous surface paving.
5. New gate north of PSD Building.

Route B - Assumptions

1. 3800 ft. additional paved surface.
2. 5 ft. minimum width to facilitate two way bicycle traffic.

Cost Projection Cont.

3. 3" bituminous paving.
4. No base course.
5. No heavy vehicular traffic

Route C - Assumptions

1. 1900 ft. additional paved surface (the southern 2,000 ft. of Route C is contained in Route B cost).
2. 5 ft. minimum width to facilitate two way bicycle traffic.
3. 3" bituminous paving.
4. No base course.
5. No heavy vehicular traffic.

Total Cost Projection - Routes A, B, and C

Route A	\$ 14,225
Route B	12,975
Route C	<u>6,709</u>
Total Projection*	\$ 33,909

\*Total projection cost may be reduced somewhat if all three routes are constructed concurrently.

Do we have  
a copy of the  
Compound map  
mentioned by   
in his para 5?

Has WTC seen  
anything on the  
trail before?

STAT

Walking  
paths  
note to DPers?

How did we fund gym  
+ gym equipment  
Central Club  
Employee activity fund?

Could we ask employees to  
contribute + put in paths as  
funds are available.



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Bike racks at

SW + NE

entrances

ask 7/1 boy if any  
action under  
way?

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BIKE TRAILS

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UNCLASSIFIED		CONFIDENTIAL		SECRET	
<b>OFFICIAL ROUTING SLIP</b>					
TO	NAME AND ADDRESS		DATE	INITIALS	
1	<i>Ex Dir Mr Colby</i>				
2					
3					
4					
5					
6					
ACTION		DIRECT REPLY		PREPARE REPLY	
APPROVAL		DISPATCH		RECOMMENDATION	
COMMENT		FILE		RETURN	
CONCURRENCE		INFORMATION		SIGNATURE	
<b>Remarks:</b> <i>Bill -</i> <i>Uncomfortable as it makes me to be on the negative side. I must say that I don't see putting Agency funds into bike trails or walking paths - especially as we are applying</i>					
FOLD HERE TO RETURN TO SENDER					
FROM: NAME, ADDRESS AND PHONE NO.				DATE	

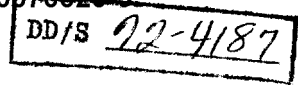
Approved For Release 2003/04/29 : CIA-RDP84-00780R005100070020-9  
the knife heavily to meet  
pay cost absorption and  
personnel reductions.

RSW.

JWC

My reaction to  
bicycle trails in 2<sup>nd</sup>  
Compound is the same  
as to hiking paths -  
negative. As a  
taxpayer I don't believe  
this is an effective use  
of the tax dollar -

P.S. - Please note action required  
in last para -



3 NOV 1972

MEMORANDUM FOR THE RECORD

SUBJECT: Bike Trails

1. On 24 October 1972, the undersigned attended a meeting in the office of Mr. David Richie, Superintendent, George Washington Memorial Parkway, to discuss plans for bike trails in Fairfax and Arlington counties and along the George Washington Memorial Parkway. In addition to the undersigned, the following persons attended that meeting:

Mr. H. S. Hulme, Jr.	Arlington County Department of Transportation
Mr. W. L. Hughes	Arlington County Department of Environmental Affairs
Mr. Frank Cox	Fairfax County Department of Public Works
Mr. Galen K. Stees	Fairfax County Park Authority
Mr. James Bell	Fairfax County Park Authority
<div data-bbox="310 1367 1330 1451" style="border: 1px solid black; height: 40px; width: 100%;"></div>	
Mr. William Wilkinson	National Park Service
Mr. Clifton G. Stoneburner	Arlington County Department of Transportation
Mr. Thomas DeHaven	National Capital Parks, Regional Office
Mr. David Richie	National Capital Parks, George Washington Memorial Parkway

STAT

SUBJECT: Bike Trails

2. The meeting was called by Mr. Hulme who, along with Mr. Hughes, explained that Arlington County was initiating a study group to develop a bike trail system in the county. It is envisioned that such a system would not only encompass points of scenic or historic interest, but would also include routes which would connect residences with business and recreational areas. Bike trails in Arlington County are seen, according to Mr. Hughes, as a means of reducing traffic congestion as well as providing healthful recreation. Mr. Hughes also stated that once routes were agreed upon and a plan developed, he was certain that the political climate was such that funds would become available to implement a phased program.

3. Central to Mr. Hughes' desire to develop a plan for Arlington County is Mr. Richie's plan to extend the Potomac Heritage Trail from the Memorial Bridge to the vicinity of Route 123. Mr. Richie proceeded to explain that he had sufficient funds at the present time to start this project. He stated that there were three alternative routes for a bike trail. First was along the river's edge; second, on the river side of the Parkway; third, on the Arlington County side of the Parkway. Each proposal presented problems in regard to feasibility and cost, and several alternatives were discussed at length. Generally speaking, there was agreement on the desirability of constructing the trail in such a manner as to afford periodic access from Arlington County.

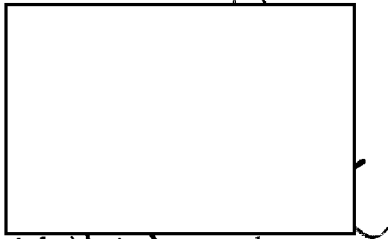
STAT 4. The Fairfax County Park Authority representatives presented a county map on which was drawn a trail system which will be presented to the County Board of Supervisors in December. (This map is similar to the map we previously obtained [redacted] The purpose of the presentation is to secure Board approval and funding for a 5-year plan.

STAT 5. [redacted] presented a map depicting bike trails in the McLean area (a duplicate of the one we obtained), and the undersigned showed a map of the Headquarters compound depicting suggested bike trails and their connections with both Route 123 and the George Washington Memorial Parkway. It was emphasized that the Agency's plans were still formulative, and the map was shown merely to establish the Agency's genuine interest.

SUBJECT: Bike Trails

6. There was considerable discussion on methods of trail construction, possible courses, obstacles, and the need for coordination. It was established that each of the agencies (with the exception of the Agency) would appoint a working level point of contact to establish continuing liaison. It was suggested that this working group meet biweekly, or at least monthly, to exchange ideas and keep everyone current. The meeting was terminated at this point.

7. As a footnote, it was mentioned that the Maryland National Capital Parks had just contracted for several miles of trail construction with the Seaboard Corporation of Rockville, Maryland, at a cost of \$7,000 per mile. Mr. Richie estimated that it would cost approximately \$1,000 per mile for material. In this case, the material is a cement of fly ash, lime, and soil.

  
Special Assistant to the  
Director of Logistics

STAT

Distribution:

Original - D/L to *dd/s*.

- 1 - OL Official
- 1 - OL/RECD/BPS
- 1 - EO/OL Chrono
- 1 - OL Reading File

SA-D/L:  (3 Nov 72)

STAT



## ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Bike Trails

FROM:

Special Assistant to the D/L  
1202 Ames Center Building

EXTENSION

NO.

DATE

3 November 1972

STAT

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. Director of Logistics  
1206 Ames Center Building

6 NOV 1972

*JS*

*T62*

2.

*DD/S*

*You may wish*

3.

*to forward this*

4.

*to Mr. Cally, based*

5.

*on his expressed*

6.

*interest in the matter.*

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Approved For Release 2003/04/29 : CIA-RDP84-00780R005100070020-9

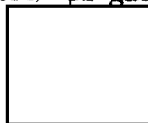
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Director of Logistics  
1227 Ames Building

JACK

I got the opportunity to discuss the attached with Mr. Colby on 27 September. I suggested that because of the total money required that we might consider putting in only the trail which is on campus in order to find out if people would actually use such a thing. Mr. Colby reacted immediately that we would not put the kind of money indicated into this activity. He did not accept my suggestion for a single short trail but wondered if we might not get some volunteers who would be willing to devote some time to very simple clearing and marking work. I suggest that we explore this might with Harry Fisher and/or his people who are involved in EAA activities. It might be that there would be interest on the part of "athletes" or garden clubbers in working on such a project.

John W. Coffey  
Deputy Director for Support 7-D-26



SEP 1972

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DD/S:JWC:llc (29 September 1972)

Distribution:

- 0 - Addressee w/O DD/S 72-3366
  - 1 - DD/S Chrono
  - ~~1~~ - DD/S Subject w/ccy DD/S 72-3366 w/background
  - 1 - D/Pers w/xcpy DD/S 72-3366
- DD/S 72-3366: Memo for DD/S frm D/Log subj: Headquarters Compound -  
Woodland Trails dtd 25 Aug 72

15 AUG 1972

MEMORANDUM FOR: Deputy Director for Support

SUBJECT : Headquarters Compound - Woodland Trails

REFERENCE : Memo dtd 9 Aug 72 to AD/L fm DD/S, Subject:  
Meeting with Executive Director-Comptroller

1. This memorandum is for your information only.
2. Per your request and the referenced memorandum, we are submitting proposals for woodland trails at the Headquarters Compound for your review.
3. Three suggested paths have been marked on the attached map (Attachment 1) and would provide a total of approximately 4,500 feet of woodland trails, each offering a different character of topography, degree of seclusion, and convenience.
  - a. Path 1 (orange trail on map): This path would be a relatively easy walk of 1,400 + feet through dense woods and underbrush around the hilltop outside of the security fence east of the Auditorium bus stop shelter. Access is convenient through an existing gate. Visual isolation from the Headquarters Building is immediate upon entering the woods. The path would be gently rolling and following the natural contours around the hill. Three naturally open areas exist along the proposed path and would provide excellent rest areas if furnished with rustic benches. A casual walker should complete the circuit in 15 minutes on a prepared path.
  - b. Path 2 (green trail on map): The second path is suggested as an extension of Path 1 and would provide interconnection with another gate in the security fence located at the foot of the driveway to the Director's Garage. As indicated on the map, the trail would traverse approximately 1,500 feet from that gate up the hill, then down into the stream valley, across a wooden foot bridge, and finally climb to intersect Path 1 at its midpoint. Total distance by trail from gate to gate measures approximately 2,100 feet. A secondary loop would allow a shorter walk of 1,200 feet

SUBJECT: Headquarters Compound - Woodland Trails

starting and ending at the same gate. Two rest stops with benches are envisioned. Visual isolation is not as complete on this path because natural foliage is less dense and the topography provides sightlines to the Headquarters Building. Casual walking time is estimated at 20 to 25 minutes. This path could be built as a second stage development after Path 1 was proven to be popular.

c. Path 3 (brown trail on map): This proposed path location in the wooded depression south of the Headquarters Building inside the security fence offers a pleasant 10-minute walk convenient to the southwest entrance. Natural topography provides a feeling of distance and seclusion from the Headquarters Building which could easily be reinforced with the addition of a little screen planting. Near the south parking lot the Garden Club has previously installed some benches which would be enhanced by this trail. Because of the location, no security problems would be created.

4. The opening of gates in the security fence for Paths 1 and 2 pose some security problems. It is possible that due to the secluded nature of the paths, people outside the fence might be overlooked at closing time. More importantly, if an individual should become incapacitated along the trail, a safety hazard would exist if the guards have no accounting of those who have not returned. It is, therefore, suggested that a numbered tag system be considered as a method of control.

5. Construction and yearly maintenance costs can only be roughly estimated at this time. Based on general information gathered from the Fairfax County Park Authority, a budget figure of \$3.00 per foot to construct trails should be adequate. In the first two years maintenance is difficult to predict; established trails require refurbishing semi-annually at approximately 75 cents per foot per year. A detailed construction estimate for each path is contained in Attachment 2 based on a construction contract administered by the General Services Administration.

6. The three paths have been marked with surveyor's tape and should you desire it, personnel from the Real Estate and Construction Division, Office of Logistics, are ready to escort you over the proposed trails.

Signed: John F. Blake

John F. Blake

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**ESTIMATED CONSTRUCTION COSTS  
FOR WOODLAND TRAILS**

**a. Path 1:**

1,400 feet of tanbark or gravel trail @ \$3.00 plf	\$ 4,200
Three wooden benches	<u>\$ 600</u>
Construction SUBTOTAL:	\$ 4,800
Contractor's profit and overhead (25%)	<u>\$ 1,200</u>
TOTAL:	\$ 6,000

**b. Path 2:**

2,100 feet of trail @ \$3.00 plf	\$ 6,300
Two wooden benches	\$ 400
Wooden foot bridge	<u>\$ 500</u>
Construction SUBTOTAL:	\$ 7,200
Contractor's profit and overhead (25%)	<u>\$ 1,800</u>
TOTAL:	\$ 9,000

**c. Path 3:**

1,000 feet of trail @ \$3.00 plf	\$ 3,000
One wooden bench	<u>\$ 200</u>
Construction SUBTOTAL:	\$ 3,200
Contractor's profit and overhead (25%)	<u>\$ 800</u>
TOTAL:	\$ 4,000

d. Total contract costs excluding GSA fees	\$19,000
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e. GSA fees	<u>\$ 6,000</u>
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TOTAL:	\$25,000
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## ROUTING AND RECORD SHEET

SUBJECT: (Optional)						
Bike Trails						
FROM: Special Assistant to the D/L 1202 Ames Center Building		EXTENSION  <div style="border: 1px solid black; width: 40px; height: 15px; margin: 0 auto;"></div>	NO. <span style="float: right; font-family: cursive; font-size: 1.2em;">Becky</span> DATE <span style="float: right;">14 SEP 1972</span>			
TO: (Officer designation, room number, and building)	DATE <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">RECEIVED</th> <th style="width: 50%;">FORWARDED</th> </tr> </table>	RECEIVED	FORWARDED	OFFICER'S INITIALS	COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)	
RECEIVED	FORWARDED					
1. Director of Logistics 1206 Ames Center Building	22 SEP 1972	B/H	For your information.			
2. Deputy Director for Support 7D26 Headquarters Building	NOTED AT N-H. 9-27-72	P				

ADMINISTRATIVE  
INTERNAL USE ONLY

DD/F 72 3693

14 SEP 1972

MEMORANDUM FOR THE RECORD

SUBJECT: Bike Trails

1. On 12 September 1972, at the request of the Director of Logistics, the

a committee of his local civic group which is acting, along with similar committees from other county civic associations, in pursuing this subject.

2. The following is a summary of the significant points [ ] hit on during the course of the discussion. The combined efforts of the McLean Civic Association and Mr. Rufus Phillips, Dranesville District representative on the Fairfax County Board of Supervisors, resulted in the Fairfax County Park Authority holding a public meeting last February on the subject of bike trails and, subsequently, in June, submitting to the Fairfax County Park Authority Board an outline plan for a countywide system of pedestrian, equestrian, and bicycle trails, which is attached.

3. Concurrent with the above, [ ] group has been working closely with various local officials including the Fairfax County Park Authority, Fairfax County Public Works Department, and Mr. Donald Keith, Resident Engineer of the Virginia Department of Highways, to develop a system of bike trails servicing the McLean area. This effort is in conjunction with ongoing plans to redevelop the McLean business district. [ ] stated that Mr. Keith was generally encouraging and that he felt a plan of bike trails could be implemented along certain existing right-of-ways. He suggested that any proposal developed be submitted through the Fairfax County Highway Department.

4. [ ] has developed such a proposal, which is also attached, and he has a meeting scheduled, within the next week, to meet with a representative of the County Public Works Department and Mr. Phillips.

ADMINISTRATIVE

INTERNAL USE ONLY

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INTERNAL USE ONLY

SUBJECT: Bike Trails

5. Funding, right-of-way, and legal liability are some of the problems which stand between the various proposals and construction; however, it is significant that two small sections of trails have recently been completed by the Fairfax County Park Authority. Other County sections have been in existence for some time. Still others, notably the Potomac Heritage Trail located on the George Washington Memorial Parkway right-of-way, are in the planning stage. All of the trails, i.e., county, state, and Federal, are planned for completion in a 5-year period and, if adopted as envisioned, will produce an interconnecting trail system extending beyond the immediate area to the Appalachian Trail and other regional trails.

6. As mentioned above, attached are three maps of proposed and existing trails and a copy of the Fairfax County Park Authority trail proposal. It should be particularly noted that the McLean trail system as presently proposed includes a bike trail along Route 123 and passing between the Headquarters Compound and the Bureau of Public Roads/National Park Service lands to Turkey Run Park.



Special Assistant to the  
Director of Logistics

STAT

4 Atts

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INTERNAL USE ONLY

DD/S 72-3211

15 AUG 1972

MEMORANDUM FOR: Director of Logistics

SUBJECT : Agency Health Program

On 14 August Mr. Colby made the following health-related suggestions:

(a) That as we consider the matter of paths in the woods between Headquarters and the Parkway we look at the creation of measured "courses" in the woods and inside the compound. These would be publicized as part of the health improvement program.

(b) That we make arrangements for controlled and safe bicycle access routes to the Headquarters compound. This action if successful would also be publicized as a part of the good health program but it would also offer the possibility of reducing some pressure on parking spaces.



John W. Colby  
Deputy Director  
for Support

STAT

cc: D/MS  
D/Sec  
D/Pers

DD/S:JWC:llc (15 August 1972)

Distribution:

- O - Addressee
- 1 - D/MS
- 1 - D/Sec
- 1 - D/Pers
- 1 - DD/S Chrono
- 1 - DD/S Subject

## Bike Path With a 150-Year-Old View

By Paul Hodge

Washington Post Staff Writer

CONSTRUCTION BEGAN last week on the Washington area's newest, widest and most scenic bike path, to stretch along the historic eight-mile Potomac River shoreline between Alexandria and Mount Vernon.

The path, to be completed next April 1, is expected to become one of the nation's busiest and best known bike trails, a picturesque pilgrimage route for hiking and biking tourists to approach the home of the first President.

The path will cling to the shoreline, except near Dyke Marsh—being restored as a wildlife refuge—and will open up areas never seen by the public before, according to National Park Service Ranger William Wilkinson, coordinator of the bike trail project. "It's a superlatively beautiful area . . . with the view what it was 150 years ago," he said.

The new trail is being built by the National Park Service, with a \$135,000 budget and the proffered assistance of the U.S. Army Engineer Center at Fort Belvoir, which will help build some 13

rustic timber bridges and boardwalks over streams and marshy areas.

It will roughly parallel the George Washington Memorial Parkway, which close to 5,000 bikers are now using every Sunday since the Park Service began roping off two lanes for bicycles Sundays between 8 a.m. and 2 p.m.

More than 400 citizens have already volunteered assistance—free labor on weekends—to help construct the path. Volunteers spread and raked the four-mile compacted gravel bike path between Alexandria and the 14th Street Bridge,

which opened last April 15 and cost about \$27,000.

The new trail, which will thus complete a Washington to Mount Vernon bike route, will be eight feet wide and is expected to be made of compacted fly ash, which the Park Service hopes to get free or cheaply from the Potomac Electric Power Co. Experiments have shown it produces a harder surface than compacted gravel but still be natural looking, according to Wilkinson.

The path is to be two feet wider than the Alexandria-14th Street Bridge trail, said Wilkinson, because the popularity of that trail is already making it congested. In fact some sections of the new path may even be made dual lane, he said.

The funds for the new path were budgeted by the National Park Service after the Alexandria-14th Street Bridge trail proved to be such a success.

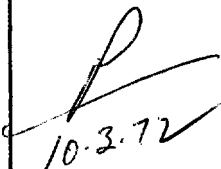
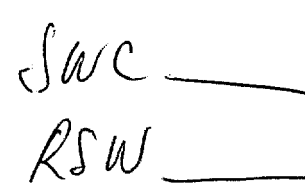
George Washington Memorial Parkway Superintendent David Riehl said last week that other park bicycle projects are now going forward as well, including a path from Memorial Bridge to Roosevelt Island, a trail in the still relatively unused Turkey Run picnic area off the parkway south of the Cabin John bridge, and ultimately a bike trail from Key Bridge, north along the spectacular Potomac Palisades.

DL 33 OCT 1972

FYI

W.C.L.

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TO:		DATE
Deputy Director for Support		3 October 1972
ROOM NO.	BUILDING	
7D26	Headquarters	
REMARKS:		
Attached for your information.		
 		
FROM: Director of Logistics		
ROOM NO.	BUILDING	EXTENSION
7D26	Headquarters	

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1240 AUG 1972

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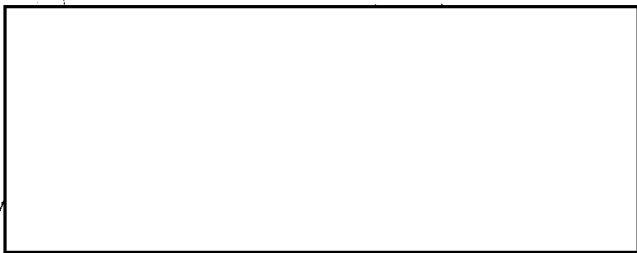
As a taxpayer, I  
am not in favor of  
spending \$25,000 for  
walking paths when  
the same amount of  
exercise can be obtained  
by walking on existing  
sidewalks in an already  
picturesque environment.

P

Perhaps EAA could finance -  
if indeed the paths would not  
encourage employees to be absent  
from work for too long - P



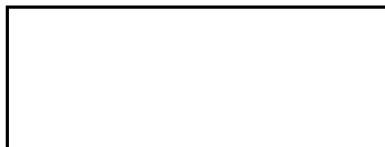
STAT



Manassasville District  
bicycle path project

Where is the bicycle ~~path~~ walking  
path paper from OK? Who  
is the OK staff officer on  
this?

STAT



WEC  
/ AGREE WITH THE  
AND — PER BLAKE'S COMMENTS  
ABOUT DOLLARS FOR UNFUNDED  
ITEMS — WE SHOULD MAKE  
YOUR POINT TO WEC. IF  
YOU AGREE, WE'LL HAVE TO  
WRITE SOMETHING.

B  
29 AUG 1972

FILE Bldg. Cr 4-1

DD/S 72-3143

9 AUG 1972

MEMORANDUM FOR: Acting Director of Logistics

SUBJECT : Meeting with Executive Director-Comptroller

This will confirm a number of points which came up during the discussion of the garage and master plan with Mr. Colby on 4 August.

(a) Mr. Colby confirmed the interest expressed earlier in relieving the starkness of the West Parking by trees such as has been done in other parking areas. He recognizes that this would cost badly needed parking spaces and will look forward to our telling him more specifically what is involved. LSD should therefore continue with CSA the development of the plan and cost estimates such as mentioned in paragraph 2 of Jack Blake's memorandum of 13 July. Also as discussed we should take into account the loading/overloading of West Parking and the ideas for expanding to make more parking areas available.

(b) We should determine the feasibility of implementing the suggestions that we enable employees to walk/jog in the woods on the Parkway side of the Headquarters Building. This would include creation of paths and perhaps the placement of a few benches plus security arrangements for exiting and entering through the fence. (I mentioned this orally to Howard Osborn so contact with him will not be a surprise.)

(Signed) John W. Coffey

John W. Coffey  
Deputy Director  
for Support

DD/S:JWC:llc (9 August 1972)

Distribution:

O - Addressee

1 - DD/S Chrono

1 - DD/S Subject

72-3365

25 AUG 1972

MEMORANDUM FOR: Deputy Director for Support

SUBJECT : Agency Health Program

REFERENCE : Memo dtd 15 Aug 72 to D/L fm DD/S,  
same subject

Dear Jack:

I have had some inquiries regarding the possibility of bicycle paths being developed along the public highways leading to the Headquarters compound. Unfortunately, contact with both the Virginia Department of Highways and the National Park Service disclosed no such plans on the part of either agency. In fact, current policy of the Virginia Department of Highways precludes such development along existing highways because of the cost of such a project.

For your information, present highway department plans for the extension of I-66 do include bicycle paths; however, this really will not help us.

We are developing plans for bicycle paths within the compound, as well as laying out various measured courses along existing walkways. We are also examining the land outside the perimeter fence on which nature trails might be developed and will shortly be able to present these various proposals, including cost estimates.



John F. Blake  
Director of Logistics

STAT